

KEY INDICATOR REPORT

AUGUST 1989

Issued 10/89



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Regional Transportation Authority

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Chicago Transit Authority

Executive Director Position. It has been reported that Louis Olsen, President of ATE Management & Service Co., has been offered the job as CTA Executive Director. ATE has been consulting for the CTA and has been involved in such areas as maintenance operations and procurement policies....**'L' Safety.** The CTA's get-tough policy against thugs and muggers has helped decrease serious crimes by 46%, to 1,481 from 2,752 reported on rail lines in the first eight months of this year. In the same period, arrests rose by 24%, to 349 from 282, according to police statistics. Last May, the CTA hired National K-9 Security Inc., a Northbrook firm, to complement regular and canine patrols of the Chicago Police Department. K-9 security forces are made up of 43 guards with a German Shepherd, Doberman Pinscher, or Rottweiler.

Metra

Parking Still Expanding. At its October 13 meeting, the Metra Board approved ordinances for the construction of three new commuter parking facilities. A facility slated for the Arlington Park station will include 71 fully improved parking spaces, a Village of LaGrange facility will include 100 spaces and a new Medinah facility will include 270 spaces.... **Purchase Of Service Extended.** At the October Board meeting, Metra also extended its purchase of service agreement with the Chicago & Northwestern for an additional six months, from September, 1989 through March, 1990.

Pace

Paratransit Services Expanding. Pace commenced new paratransit services in four northwest Kane County townships in June. Since then, new services have been implemented in three townships in Will County with additional services slated for late October in several additional townships.... **More Feeder Buses Planned.** In a joint effort with Metra, Pace will add additional feeder bus routes for Tinley Park, Orland Park, Naperville, Barrington, Roselle, Oak Forest, Elmhurst and Geneva. The effort is aimed at unclogging jammed Metra commuter parking lots while increasing ridership for Pace. Pace feeder buses currently carry about 3,000 commuters a day.

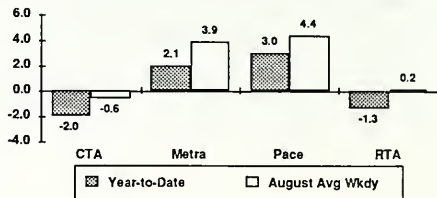
**AUGUST RIDERSHIP
YEAR-TO-DATE
(in thousands)**

CTA	1988	1989	% Change 1988-1989
Bus	284,576	278,378	-2.2%
Paratransit	596	616	3.4%
Rail	100,063	98,650	-1.4%
Total	385,235	377,644	-2.0%

Metra	1988	1989	% Change 1988-1989
BN	8,583	8,707	1.4%
CNW	15,117	15,482	2.4%
CSSSB	2,252	2,239	-0.6%
ME/HC	8,309	8,439	1.6%
MR	6,076	6,215	2.3%
RI	5,195	5,316	2.3%
NS	1,001	1,100	9.9%
Total	46,532	47,498	2.1%

Pace	1988	1989	% Change 1988-1989
Pace Owned	11,889	12,653	6.4%
Public Contract	9,698	9,539	-1.6%
Private Contract	1,762	1,906	8.2%
Dial-A-Ride	811	797	-1.7%
Mobility Limited	19	22	12.2%
Total	24,180	24,916	3.0%

**RTA % Change in Ridership by Service Board
Year-to-Date end August Average Weekday
1988 vs. 1989**

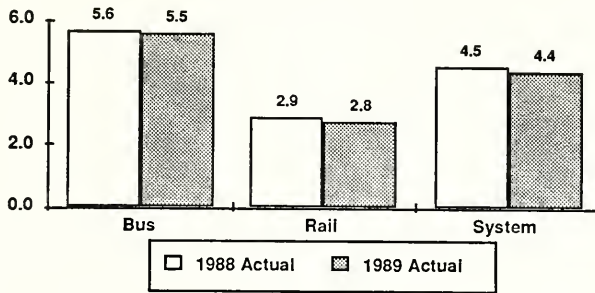


- RTA year-to-date ridership through August 1989 was down 1.3% when compared to August 1988.
- Year-to-date performance at CTA was down 2.0%. Average weekday riders in August was down 0.6% when compared to August 1988.
- Metra System ridership increased 2.1% through August 1989. Average weekday riders in August increased 3.9%.
- Pace ridership through August 1989 was 3.0% greater than the same period in 1988. August average weekday ridership was up 4.4%.

PASSENGERS PER MILE

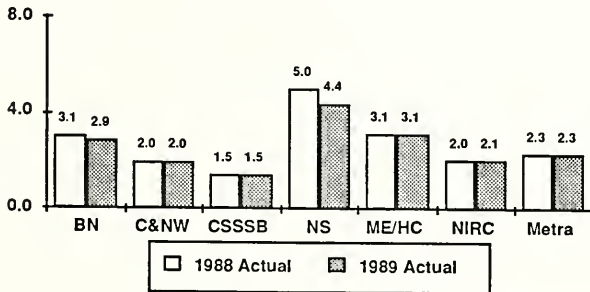
CTA

August 1989 Year-to-Date



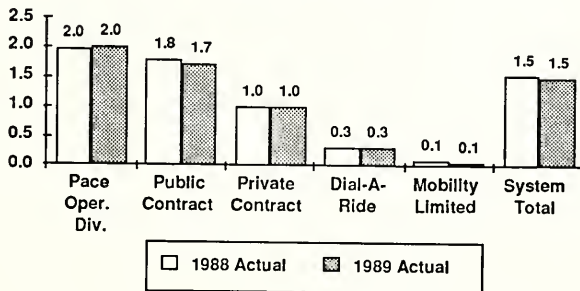
Metra

August 1989 Year-to-Date



Pace

August 1989 Year-to-Date



Report Summary
August 1989 Year-to-Date
(in thousands)

	Actual	Budget	Variance	%
I. Service Boards:				
<u>CTA</u>				
Revenues	\$216,981	\$218,944	(\$1,963)	-0.9%
Expenses	428,988	429,141	(153)	0.0%
Operating Deficit	\$212,007	\$210,198	\$1,809	0.9%
Recovery Ratio(a)	50.6%	51.0%	-0.4	-0.9%
<u>Metra</u>				
Revenues(b)	\$108,162	\$102,300	\$5,862	5.7%
Expenses	186,642	187,876	(1,235)	-0.7%
Operating Deficit	\$78,480	\$85,576	(\$7,096)	-8.3%
Recovery Ratio(a)	58.5%	55.0%	3.5	6.4%
<u>Pace</u>				
Revenues	\$15,689	\$14,472	\$1,218	8.4%
Expenses	47,534	48,520	(986)	-2.0%
Operating Deficit	\$31,845	\$34,048	(\$2,204)	-6.5%
Recovery Ratio(a)	33.0%	29.8%	3.2	10.7%
II. Regional				
RTA Expense Items	33,916	35,694	(1,779)	-5.0%
RTA Interest Revenues	10,184	6,733	3,452	51.3%
Total Revenues	\$351,016	\$342,448	\$8,569	2.5%
Total Expenditures	\$697,079	\$701,232	(\$4,153)	-0.6%
Regional Deficit(c)	\$346,063	\$359,784	(\$12,721)	-3.5%
Recovery Ratio (d)	52.4%	50.8%	1.6	3.1%

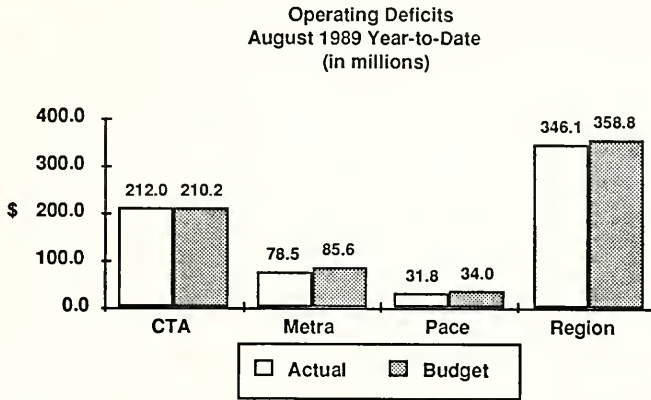
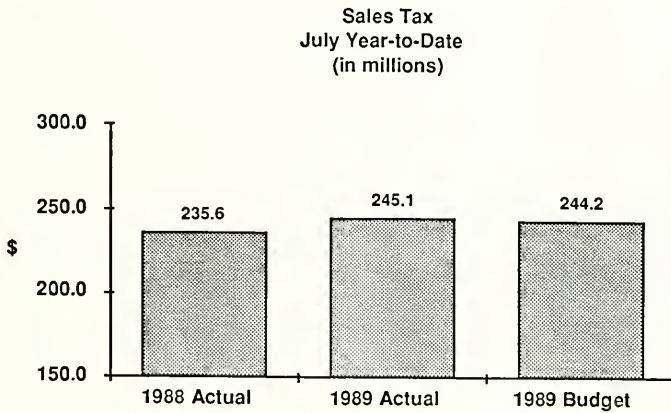
(a) For recovery ratio calculations, expenses exclude funded depreciation.

(b) Does not include revenue from capital farebox financing

(c) Includes Service Board deficits plus RTA expenses minus RTA interest revenues

(d) Excludes debt service and funded depreciation

- Expenses for the region through August were \$4.2 million or 0.6% favorable to budget. This favorable expense performance is attributable to favorable performance at the RTA, Metra and Pace. CTA expenses through August were approximately equal to budget.
- Revenues for the region through August were \$8.6 million or 2.5% favorable to budget. This favorable revenue performance is attributable to the RTA, Metra and Pace. CTA revenues for the period were \$2.0 million or 0.9% unfavorable to budget.
- The regional deficit through August was \$12.7 million or 3.5% favorable to budget. Both Metra and Pace reported deficits which were significantly favorable to budget while CTA's deficit was \$1.8 million or 0.9% unfavorable.
- The recovery ratio for the region was 52.4% compared to the budgeted ratio of 50.8%.
- Sales taxes through July were \$0.9 million or 0.4% favorable to budget. For July alone, the sales tax was 2.6% unfavorable to budget.

Operating Deficit:**Sales Tax:**

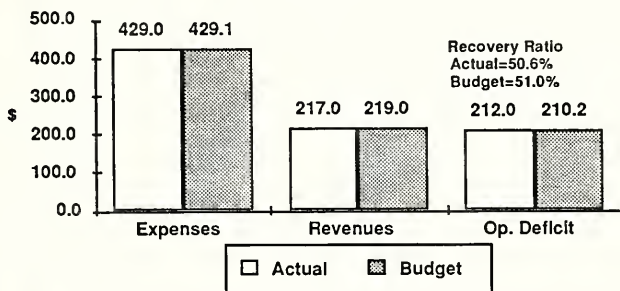
Chicago Transit Authority
August 1989 Year-to-Date

	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
Revenues				
Passenger	\$208,645,592	\$210,754,423	(\$2,108,831)	-1.0%
Other	8,335,338	8,189,102	146,236	1.8%
Total Revenues	\$216,980,930	\$218,943,525	(\$1,962,595)	-0.9%
Expenses				
Labor	\$321,086,098	\$320,747,845	\$338,253	0.1%
Materials	36,516,979	35,888,944	628,035	1.7%
Fuel	9,058,209	7,619,000	1,439,209	18.9%
Electric Power	14,632,601	14,751,312	(118,711)	-0.8%
Provision for I & D	11,516,000	11,516,000	0	0.0%
All Other Expenses	36,178,135	38,618,121	(2,439,986)	-6.3%
Total Expenses	\$428,988,022	\$429,141,222	(\$153,200)	0.0%
Deficit	\$212,007,092	\$210,197,697	\$1,809,395	0.9%
Recovery Ratio	50.6%	51.0%	-0.4	-0.9%

- CTA operating expenses through August were favorable to budget by \$0.2 million.
- CTA total revenues were unfavorable to budget by \$2.0 million or 0.9% through August.
- The CTA operating deficit was \$1.8 million or 0.9% unfavorable. This deficit variance has been reduced by \$0.3 million from July's year-to-date figure.
- The recovery ratio through August was 50.6% compared to the budgeted recovery ratio of 51.0%.
- The Operations program area through August was essentially on budget, and maintenance expenses were \$1.2 million, or 0.6% favorable. Rail maintenance expenses represented the most favorable budget variance in the maintenance category. Administrative expenses were \$2.3 million or 4.4% favorable to budget. Fuel expenses were \$1.4 million or 18.9% unfavorable through August. Material expenses were \$0.6 million or 1.7% unfavorable through August.
- Farebox revenues were unfavorable to budget by \$2.1 million or 1.0% through August. Ridership through August was 2.6% unfavorable. August represented the first month this year that revenues were favorable to budget. For the month, farebox and passenger revenues were \$0.5 million favorable to budget. Other revenues through August were favorable to budget by \$0.1 million or 1.8%.

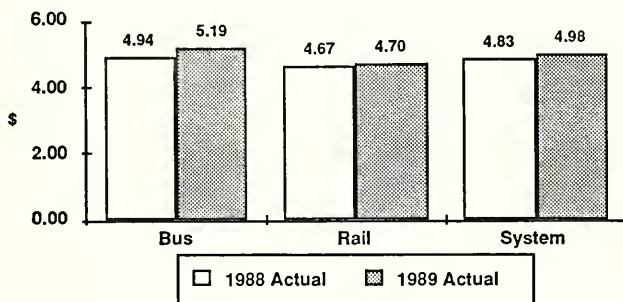
Budget Review:

CTA Actual vs. Budget
August 1989 Year-to-Date
(in millions)



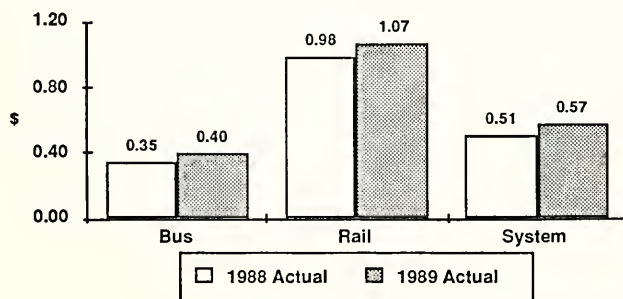
Resource Efficiency:

CTA Expense Per Mile
August 1989 Year-to-Date



Resource Effectiveness:

CTA Subsidy Per Passenger
August 1989 Year-to-Date



METRA SYSTEM PERFORMANCE

Metra Summary August 1989 Year-to-Date

	Actual	Budget	Variance	%
<u>Burlington Northern</u>				
Revenues	17,787,469	17,502,973	284,496	1.6%
Expenses	24,372,142	25,578,087	(1,205,945)	-4.7%
Operating Deficit	6,584,673	8,075,114	(1,490,441)	-18.5%
Recovery Ratio*	74.7%	69.9%	4.8	6.9%
<u>Chicago & Northwestern</u>				
Revenues	34,564,655	34,427,246	137,409	0.4%
Expenses	61,251,619	60,900,790	350,829	0.6%
Operating Deficit	26,686,964	26,473,544	213,420	0.8%
Recovery Ratio*	57.5%	57.7%	-0.2	-0.4%
<u>Chicago South Shore</u>				
Revenues	1,059,485	1,048,219	11,266	1.1%
Expenses	2,159,301	2,609,342	(450,041)	-17.2%
Operating Deficit	1,099,816	1,561,123	(461,307)	-29.5%
Recovery Ratio	49.1%	40.2%	8.9	22.1%
<u>Norfolk Southern</u>				
Revenues	2,109,188	1,922,291	186,897	9.7%
Expenses	2,813,689	2,727,580	86,109	3.2%
Operating Deficit	704,501	805,289	(100,788)	-12.5%
Recovery Ratio	75.0%	70.5%	4.5	6.4%
<u>Metra Elec./Her. Corr.**</u>				
Revenues	18,563,209	17,797,650	765,559	4.3%
Expenses	38,647,808	39,394,668	(746,860)	-1.9%
Operating Deficit	20,084,599	21,597,018	(1,512,419)	-7.0%
Recovery Ratio	48.0%	45.2%	2.9	6.3%
<u>NE Illinois Rail Corp.</u>				
Revenues	34,077,763	29,601,518	4,476,245	15.1%
Expenses	57,397,154	56,665,833	731,321	1.3%
Operating Deficit	23,319,391	27,064,315	(3,744,924)	-13.8%
Recovery Ratio	59.4%	52.2%	7.1	13.7%
<u>Metra Total</u>				
Revenues***	108,161,769	102,299,897	5,861,872	5.7%
Expenses	186,641,713	187,876,300	(1,234,587)	-0.7%
Operating Deficit	78,479,944	85,576,403	(7,096,459)	-8.3%
Recovery Ratio*	58.5%	55.0%	3.5	6.4%

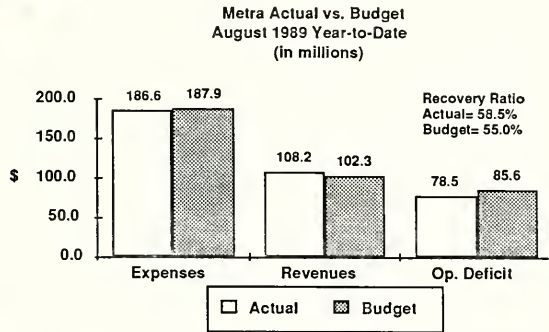
*Funded Depreciation is included in expenses, but excluded in determining the cost recovery ratio.

**These numbers may not be used to calculate ICG savings per Ordinance 87-20.

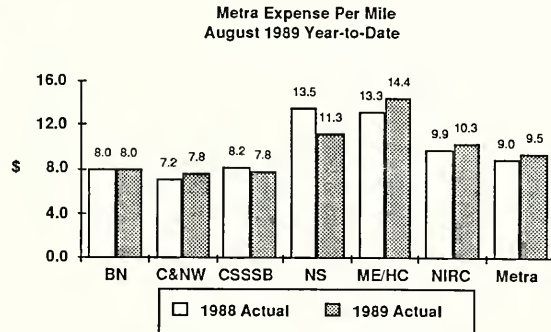
***Metra revenues do not include \$4.2 million in receipts generated under capital farebox financing.

- Through August, Metra revenues were \$5.9 million, or 5.7%, favorable to budget.
- Metra's expenses through August were \$1.2 million, or 0.7%, favorable to budget.
- Metra's operating deficit through August was \$7.1 million, or 8.3% favorable to budget.
- Metra's recovery ratio through August was 58.5%, compared with the budgeted ratio of 55.0%.

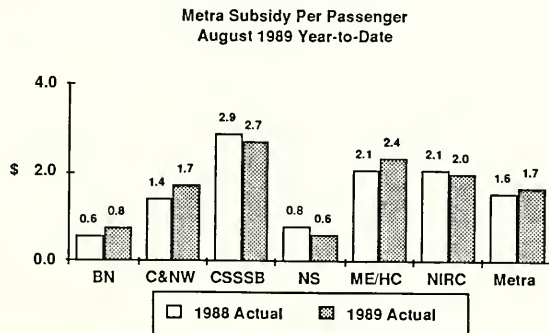
Budget Review:



Resource Efficiency:



Resource Effectiveness:



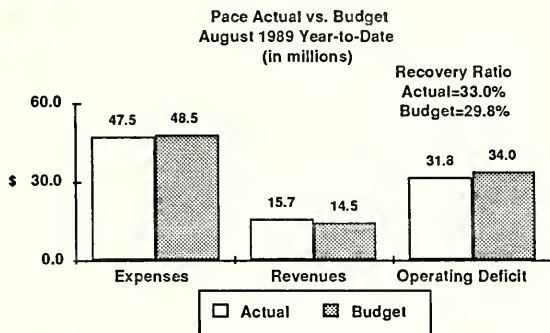
PACE SYSTEM PERFORMANCE

Pace Summary August 1989 Year-to-Date

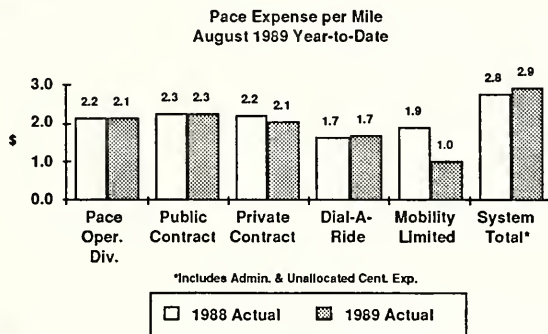
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
Revenues				
Pace Operating Divisions	\$6,289,216	\$5,739,467	\$549,749	9.6%
Public Contract Carriers	4,464,401	4,262,718	201,683	4.7%
Private Contract Carriers	1,337,481	1,366,000	(28,519)	-2.1%
Dial-A-Ride Services	2,096,083	1,932,043	164,040	8.5%
Mobility Limited Services	135,207	123,921	11,286	9.1%
New Initiatives	68,041	326,072	(258,031)	-79.1%
Other Income	1,298,749	721,336	577,413	80.0%
Total Revenues	\$15,689,178	\$14,471,557	\$1,217,621	8.4%
Expenses				
Pace Operating Divisions	\$13,438,681	\$14,015,171	(\$576,490)	-4.1%
Public Contract Carriers	12,591,692	12,640,356	(48,664)	-0.4%
Private Contract Carriers	3,839,873	3,803,672	36,201	1.0%
Dial-A-Ride Services	4,126,855	4,081,720	45,135	1.1%
Mobility Limited Services	311,414	363,332	(51,918)	-14.3%
New Initiatives	787,748	1,070,072	(282,324)	-26.4%
Administration	4,741,144	4,985,385	(244,241)	-4.9%
Centralized Operations	7,696,505	7,560,304	136,201	1.8%
Total Expenses	\$47,533,912	\$48,520,012	(\$986,100)	-2.0%
Deficit	\$31,844,734	\$34,048,455	(\$2,203,721)	-6.5%
Recovery Ratio	33.0%	29.8%	3.2	10.7%

- Through August, Pace's operating expenses were \$1.0 million or 2.0% favorable to budget.
- Revenues were \$1.2 million or 8.4% favorable to budget.
- Through August, Pace's operating deficit was \$2.2 million or 6.5% favorable to budget.
- Pace's recovery ratio through August was 33.0%, compared to their budgeted recovery ratio of 29.8%.

Budget Review:



Resource Efficiency:



Resource Effectiveness:

